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Tripped Sensor Warning Feature Can Help You Troubleshoot Accessory Security System

NOTE: This article applies to '98–02 Accords, '96–00 Civics, '97–01 CR-Vs, '98–03 Odysseys, and '97–01 Preludes with the Honda accessory security system installed.

The accessory security system has a cool feature that lets you know if there was a security system violation, what sensor was tripped the last time the system rearmed itself, and which sensor(s) triggered the current violation.

If the security system sensed a security violation and then rearmed itself, the tripped sensor warning gives these indications:

- The status LED blinks twice per second.
- If the beep (chirp) is on, the system beeps three times when you unlock the door with the remote transmitter.
- The parking lights flash three times when you unlock the door with the remote transmitter.

When you disarm a security system that's just been violated, the status LED can show you which sensor was tripped. If you're diagnosing the system, this can help you pinpoint what you need to check. To make the status LED blink the code of the tripped sensor(s), press the disarm switch three times within **5 seconds** of disarming the system. Then count the number of times the LED blinks, and match the number of blinks to the appropriate sensor listed in this table:

Tripped Sensor	Number of Blinks
Door	1
Trunk	2
System switches (valet)	3
Glass breakage	4
Hood (if optional switch is installed)	5

Here are two examples of how the status LED would blink:

- If the trunk sensor was tripped, the status LED blinks twice, pauses, and then repeats the sequence for **1 minute**.
- If two sensors were tripped, such as the door and the trunk, the status LED blinks once (door), pauses, blinks twice (trunk), pauses, and then repeats the sequence.

The last tripped sensor indication is stored in the control unit's memory when the security system is disarmed, but you can still retrieve the info with this procedure:

1. With a remote transmitter in hand, sit in the vehicle with the doors, trunk, and hood closed. If the ignition key is in the ignition switch, remove the key.
2. Press and hold the disarm switch.
3. Within **3 seconds**, press the LOCK button on the remote transmitter and then the UNLOCK button.
4. Release the disarm switch. The status LED now blinks to indicate the last sensor that was tripped.

Don't violate the security system on purpose before retrieving the last tripped sensor. If you do this, your violation then gets recorded in the control unit's memory as the last tripped sensor.

See the accessory security system owner's manual for more info.

Clearing DTCs and Resetting the ECM/PCM With the HDS

NOTE: This article applies to all Honda vehicles with OBD II.

The Honda Diagnostic System (HDS) lets you clear stored DTCs or reset the ECM/PCM. Proper use of the clear and reset functions can save you time and headaches.

Clear: When you select the red **DTCs** icon on the far right of the **DTCs** screen, you clear the stored DTC from the memory of the ECM/PCM, but not the learned values. Use this button to clear all stored DTCs except those DTCs related to engine idle, fuel mixture, oxygen sensor, or misfire.

Reset: When you select **ECM/PCM Reset** from the **Mode Menu** screen, you clear everything from the memory of the ECM/PCM, including stored idle and fuel trim values. The reset function restores the ECM/PCM to its original configuration, and you should use it only if the problem is related to engine idle, fuel mixture, oxygen sensor, or misfire DTCs. After resetting, remember to do the idle learn procedure.

Idle Fluctuates or Surges: ’01–03 Odyssey

If you’re getting complaints from owners of ’01–03 Odysseys of the engine idle surging or fluctuating, the culprit may be a broken wire for the power steering pressure switch. Here’s how to check for a broken wire:

1. Connect the Honda Diagnostic System (HDS) to the 16P data link connector (DLC).
2. Start the engine, and turn on the HDS.
3. At the screen prompts, enter the VIN and the odometer reading.
4. From the **System Selection Menu** screen, select **PGM-FI**.
5. From the **Mode Menu** screen, select **Data List**.
6. Scroll down the list to **PSP SWITCH**. Watch the reading in the **Value** column.
   - If the reading fluctuates between **ON** and **OFF** when the idle surge happens, look for a broken wire near the connector for the power steering pressure switch on the high-pressure power steering hose. (You may need to wiggle the wire harness to the switch if it’s not acting up.) If the wire is broken, fix it, and then pack the connector with waterproof grease.
   - If the reading remains steady (**ON** or **OFF**), look for other possible causes for the surge.

ETM Fix: Rear Window Defogger Timer, ’03 Accord

You need to fix page 64-2 of the 2003 Accord ETM Second Edition. The text makes this bogus statement in two paragraphs: “A timer in the heater control panel (‘climate control unit’ in the second paragraph) will automatically turn the defogger off after it has been on continuously for about 25 minutes.” There’s no such timer in ’03 Accords! Make sure you cross out these sentences in your copies of the ETM.

You also need to tweak the circuit diagram text on pages 64 and 64-1. The text for the audio-HVAC display module on page 64 should read: **(Rear window defogger switch and ON indicator LED are built into Audio-HVAC Display Module.)**. The text for the climate control unit on page 64-1 should read: **(Rear window defogger switch and ON indicator LED are built into Audio-HVAC Display Module.)**. Make sure you fix these pages in your copies of the ETM.

S/M Fix: Rear Window Defogger, ’03 Accord

While we’re on the subject of rear window defoggers, you need to revise the circuit diagrams on pages 22-257 and 22-258 of the 2003 Accord S/M. The text inside the box for the climate control unit on page 22-257 should read: **(Rear window defogger switch is built into audio-HVAC display module.)**. The text inside the heater control panel on page 22-258 should read: **(Rear window defogger switch is built into audio-HVAC display module.)**.

Surge or Hesitation at 30 to 60 mph: ’99–03 Odyssey

On ’99–03 Odysseys, a sticking EGR valve can cause the engine to surge or hesitate between 30 and 60 mph. This can easily be mistaken for an A/T problem. To check for a sticking EGR valve, do this:

1. Connect the HDS to the 16P data link connector (DLC).
2. Start the engine, and turn on the HDS.
3. At the screen prompts, enter the VIN and the odometer reading.
4. From the **System Selection Menu** screen, select **PGM-FI**.
5. From the **Mode Menu** screen, select **Data List,** and then scroll down the list to **EGR VLS**.
6. With an assistant test-driving the vehicle between 30 and 60 mph, watch the voltage reading in the **Value** column.
   - If the voltage reading fluctuates rapidly when the engine surges or hesitates, or if it’s **less than 1 volt**, replace the EGR valve.
   - If you can’t duplicate the problem, try running this test when the weather is very hot. This problem occurs most often in hot weather.

Pardon Our Goof!

In the April ’03 issue of *ServiceNews*, we gave you a bum DTC number in the article title “DTCs P1033 and P0420 Set After M/T R&R: ’00–03 S2000.” P1033 should be *P0133* like it says in the body of the article. Make this correction if you printed copies of that issue. The correction has already been made in the online version.

Electronically Retrieving Audio Unit Serial Numbers

If an audio unit with theft protection is disconnected from electrical power, you must enter a unique code number into the unit or it doesn't work. This code and the audio unit's serial number are listed on the anti-theft ID card that comes with the vehicle. If this card is lost, you must get the code number from the Interactive Network (*i*N). In order to do that , you need to get the audio unit serial number. Some Honda models let you do that electronically. Here's how:

All Honda models with electronically retrievable audio unit serial numbers* (except '03 Accord with navigation system)

1. Turn the ignition switch to ON (II).
2. Turn on the audio unit, and make sure you see **COdE** in the display. If you don't see this message, remove the backup fuse for **1 minute**, and then go back to step 1.
3. Turn off the audio unit.
4. Press and hold the **1** and **6** preset buttons, then turn on the audio unit. The display toggles between two screens. The first screen displays a **U** and the first four digits of the serial number (for example, **U2200**). The second screen displays an **L** and the last four digits of the serial number (for example, **L0055**). Ignore the **U** and **L**, and write down all eight digits. Then go to step 5.
5. Enter the eight-digit serial number into *i*N to get the anti-theft code.
   - From the main screen, click on **Service**.
   - Click on **Accessories**.
   - Click on **Anti-Theft Code Inq**.
   - From the **Anti-Theft Code Inquiry** screen, select the product from the **Product** pull-down menu , enter the eight-digit serial number in the **Serial Number** box, and click **Submit**.
6. Enter the anti-theft code into the audio unit. Refer to the appropriate owner's manual for details.

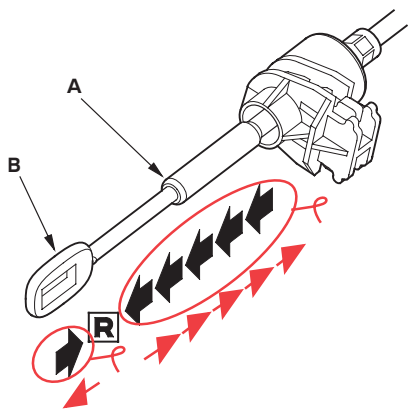
'03 Accord with navigation system

1. Turn the ignition switch to ACC (I).
2. Turn on the audio unit, and make sure you see **COdE** in the upper display. If you don't see this message, remove the backup fuse for **1 minute**, and then go back to step 1.
3. Turn off the audio unit.
4. Press and hold the top halves of the **SEEK/SKIP** and **CH/DISC** bars, and then press and release the **PWR/VOL** knob. The display toggles between two screens. The first screen displays a **U** and the first four digits of the serial number (for example, **U2200**). The second screen displays an **L** and the last four digits of the serial number (for example, **L0055**). Ignore the **U** and **L**, and write down all eight digits. Then go to step 5.
5. Enter the eight-digit serial number into *i*N to get the anti-theft code.
   - From the main screen, click on **Service**.
   - Click on **Accessories**.
   - Click on **Anti-Theft Code Inq**.
   - From the **Anti-Theft Code Inquiry** screen, select the product from the **Product** pull-down menu , enter the eight-digit serial number in the **Serial Number** box, and click **Submit**.
6. Use the **TUNE** knob to enter the anti-theft code into the audio unit. When you turn the knob, **COdE** disappears, and a single digit is displayed. Turn the knob left or right to select each of the five digits of the audio code. When you press the **TUNE** knob, the system beeps, and accepts each digit as it spells out **COdE** on the display.

* Refer to the article "Which Honda Models Have Electronically Retrievable Audio Unit S/Ns?" on the next page for a complete list of the models.

S/M Fix: Shift Cable Adjustment, '03 Accord

Pages 14-207, 14-212, and 14-214 of the 2003 Accord S/M need fixing. The illustration for step 4 on page 14-207, step 17 on page 14-212, and step 6 on page 14-214 should look like this:



Which Honda Models Have Electronically Retrievable Audio Unit S/Ns?

Certain Honda models that have audio units with theft protection let you electronically retrieve the audio unit's serial number and view it from the display window. Use this handy chart to determine which models apply.

Model	2001	2002	2003
Accord 2-door LX	No	No	Yes
Accord 2-door LX V6	N/A	N/A	Yes
Accord 2-door EX	Yes	Yes	Yes
Accord 2-door EX-L	Yes	Yes	Yes
Accord 2-door EX V6	Yes	Yes	Yes
Accord 2-door EX-L w/Navi	N/A	N/A	Yes
Accord 2-door EX V6 w/Navi	N/A	N/A	Yes
Accord 4-door LX	No	No	Yes
Accord 4-door EX	Yes	Yes	Yes
Accord 4-door LX V6	N/A	N/A	Yes
Accord 4-door EX-L	Yes	Yes	Yes
Accord 4-door EX V6	Yes	Yes	Yes
Accord 4-door EX-L V6	Yes	Yes	Yes
Accord 4-door EX-L V6 w/Navi	N/A	N/A	Yes
Accord 4-door EX-L w/Navi	N/A	N/A	Yes
Civic LX 2-door	No	No	Yes
Civic EX 2-door	Yes	Yes	Yes
Civic LX 4-door	No	No	Yes
Civic EX 4-door	Yes	Yes	Yes
Civic Si	N/A	Yes	Yes
Civic Hybrid M/T	N/A	N/A	Yes
Civic Hybrid CVT	N/A	N/A	Yes
CR-V LXS	No	Yes	Yes
CR-V EX M/T	No	Yes	Yes
CR-V EX A/T	No	Yes	Yes
Element EX 2WD	N/A	N/A	Yes
Element EX 4WD	N/A	N/A	Yes
Insight	No	No	No
Odyssey EX	Yes	Yes	Yes
Odyssey EX-L w/RES	N/A	Yes	Yes
Odyssey EX-L w/Navi	No	No	No
Pilot EX-L	N/A	N/A	Yes
Pilot EX-L w/RES	N/A	N/A	Yes
Pilot EX-L w/Navi	N/A	N/A	Yes
S2000	No	Yes	Yes

S/M Fix: SRS DTC 15-3, '02–03 CR-V

The troubleshooting procedure for SRS DTC 15-3 (faulty OPDS sensor) on page 23-121 of the 2002–03 CR-V S/M needs fixing. Mark your copies of the S/M to look like this:

4. Replace the OPDS sensor/seat back foam (see page 20-96), and initialize the OPDS (see page 23-27).
5. Erase the DTC memory, then check for DTC 15-3.

   Is DTC 15-3 indicated?

   YES Replace the SRS unit (see page 23-140). ■

   NO The system is OK. ■
5. Erase the DTC memory, then check for DTC 15-3.

   Is DTC 15-3 indicated?

   YES Go to step 6.

   NO The system is OK. ■
6. Replace the OPDS unit (see page 23-142), and initialize the OPDS (see page 23-27).

Replace ECM/PCM for DTC P1607: '02–03 Civic

If you've got a DTC P1607 (ECM/PCM internal circuit malfunction) set on a '02–03 Civic, you need to replace the ECM/PCM. These units may have defective printed circuit boards.

S/M Fix: Dashboard Center Lower Cover, ’01–03 Civic

The removal/installation procedure for the dashboard center lower cover on page 20-98 of the ’01–03 Civic S/M needs some fine-tuning. This cover is new for ’03 models and applies *only* to the LX and EX trim levels. The two cover arms could break if you don’t remove the cover properly or if you try removing it in cold weather.

Mark up your copies of the S/M to look like this:

With Console Armrest

NOTE:
- When prying with a flat-tip screwdriver, wrap it with protective tape, and apply protective tape around the related parts, to prevent damage.
- Take care not to scratch the dashboard and related parts.

• Make sure the vehicle interior is at room temperature (about 70° F).

1. M/T model: Remove the shift knob (see step 1 on page 20-92).

2. Remove the A/T gear position indicator panel trim (A/T model) and center console trim (see step 2 on page 20-92).

3. Remove the dashboard center lower cover (A).

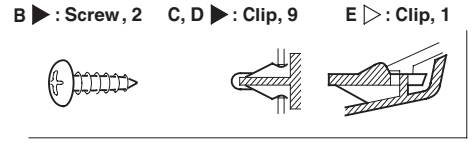
–1 Remove the screws (B).
~~–2 Gently pull out on the bottom of the cover to release the clips (C).~~
~~–3 Gently pull out the cover to release the clips (D, E) and hooks (F).~~
–4 Disconnect the accessory power socket connector (G).

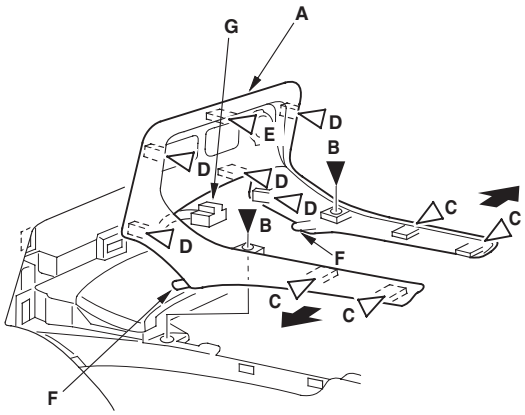
-2 Gently release the clips (c) by pushing from behind.

-3 Place one hand on each arm near the screw holes, then gently pull the arms straight back together to release the clips (D, E) and hooks (F).

Fastener Locations

B ▶ : Screw, 2 C, D ▶ : Clip, 9 E ▷ : Clip, 1





4. Install the cover in the reverse order of removal, and note these items:

- Make sure the accessory power socket connector is plugged in properly.
- Push the clip portions into place securely.

S/M Fix: Transmission Installation, ’99–03 Odyssey

Step 12 of the transmission installation procedure on page 14-159 of the 1999–03 Odyssey S/M is out of sequence. The shift cable must be installed *after* you install the subframe, or the cable could get damaged. In your copies of the S/M, make these changes:

- Renumber steps 12 thru 14 so they’re steps 29 thru 31.
- Renumber steps 15 thru 31 so they’re steps 12 thru 28.
- Make a note before step 32 to refer to steps 29 thru 31 on page 14-159.

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